

TECHNICAL SHEET CONCEPT DESCRIPTIONS

IN-STREET SIDEWALK

An in-street sidewalk is the construction of a conventional sidewalk along the face of a curb but in the street instead of in a yard. This is often done where there is limited public right of way (ROW) or in order to avoid disrupting mature landscaping or buildings. This may cause the removal of parking if the street is narrow.

PHOTO 1 & 2: In-street sidewalk facility (Vancouver, WA)



MARKED PEDESTRIAN CROSSING

A marked pedestrian crossing is a pedestrian crossing that is marked with high visibility elements such as yellow-green warning signs (R1-6a) and a piano key style crosswalk.

PHOTO 3 & 4: Crosswalk markings and R1-6 type sign (Vancouver, WA & Marin, CA)



ENHANCED PEDESTRIAN CROSSING

An enhanced pedestrian crossing is a marked crosswalk with the addition of a constructed pedestrian refuge island. This island helps to simplify complex street crossings where gaps in traffic flow are often limited to only one direction or the other. Refuges also help to visually narrow wide streets or introduce arterial traffic calming features, such as trees or non-road type surface textures.

PHOTO 5 & 6: Refuge with and without a bike lane (Vancouver, WA)



STRIPED SHARED TRAVEL / WALKING LANE

A striped shared travel / walking lane is a narrow street where motor vehicle traffic travels slowly in the middle of the road until passing on-coming traffic on the paved shoulder areas. Pedestrian traffic generally walks along the marked paved shoulder zone. Drivers pull back into the shared center lane when passing pedestrians. This is a design option for low volume streets without sidewalks.

PHOTO 7 & 8: Shared Lanes (Netherlands & Vancouver, WA)



CURB EXTENSION TRANSIT PLATFORM

A curb extension transit platform is a short section of sidewalk separated from the curb that transit riders safely wait at and load into a bus while still allowing bike traffic to safely bypass a loading bus. The curb extension proposed would have a bypass lane narrower than the photo below – to allow bike access only. A sidewalk ramp would be added on the crosswalk end of the island for ADA access.

PHOTO 9: Curb Extension Platform (San Francisco, CA)

